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MEMORIES OF ERROL "BUD" KNAPP

By Stephen King

This past spring, the world of snowmobiling lost one of its treasures. Back in April, on the 15th, a man by the name of Errol "Bud" Knapp passed away, just ten days before he was to turn 90. His obituary stated that he passed away with Geraldine, his wife of 65 years and many family members present. That day, snowmobilers lost the man many called, "The Professor", that day, I lost a man I knew as a friend and mentor.

Last month, I started a column about antique and vintage snowmobiles. I dedicated it to Bud. I told about how after I wrote my very first article for this magazine, that Bud had very politely got a hold of me and told me of a minor mistake I had made. I had said a manufacturer was located in one town. Actually, the town I mentioned was just the nearest bigger town, the sled was actually made in a very small town a few miles away. Anyway, Bud pointed out my error. Then, at the snowmobile show in Naubinway, I met Bud in person for the very first time.

In that meeting, Bud was already about 70 years old. And, already

an icon of snowmobiling and especially the collecting of old sleds. Even more, he was the epitome of collecting material about old sleds. I came to find out that Bud had just about every piece of paper ever written about snowmobiles. He had manuals and letters and just about anything that involved ink and paper. A wealth of knowledge. Both with what he had in his extensive library and in his head.

Because, Bud not only collected all of this paper, he also read it and stored it away in the library on top of his shoulders. He could from memory recall detail after detail about a seemingly endless variety of sleds. Which he was always more than eager to share.

For me, I will always remember that first meeting. Him coming up to me and introducing himself. For me, it was just a bit odd. Just starting out in writing and writing about snowmobiling. Here was Bud, already an icon of the sport, coming up to me and talking to me almost as an equal. Looking back now, I can see what he saw back then. Someone who was picking up the torch. A younger guy that loved to ride sleds and loved

to write about riding sleds.

Over the years, I kept running into Bud all over the place. Each year, at my home town of Naubinway at the snowmobile show. Then, at other events, all over the place. And, each time, I always got a smile and a honest hand shake. Each time, I got the feeling that Bud just honestly happy to see me. And, each time, he would tell me about the articles I had written. And, how happy he was to see me still doing what I do. I also got the feeling that he felt as much as he was helping me, he was helping the sport just as much.

After that, each time we met, we always talked about sleds. Either some brand I had just written about, as a footnote to an article on some antique show or another. Or, just something that had come up between us. Each and every time I came away with a couple of things. First, some new knowledge about whatever it was Bud and I were talking about. Next, a growing respect for the knowledge that this man had about snowmobiling.

Funny thing. We never talked about much else. In many ways I knew Bud very well. In others I had no idea. Which is where I am at now. In writing this, I tried to learn as much as I could about Bud. I talked to people that knew him. I went to the snowmobile museum in Naubinway, where



Bud was inducted into the International Snowmobile Hall of Fame in 2002.

Charlie Vallier was more than happy to give me a small pile of stuff written about Bud. And, I did the Internet thing.

Some of the stuff I found, I already knew. Like, for example, he lived in Cedar Springs. And, had pole buildings full of snowmobile stuff. Sleds, literature, and parts upon parts. Never did get there in person. (One of my few regrets in life.) But, heard about it from a lot of people who were lucky enough to be guests there. And, he had a good family.

I also knew from experience that he loved Chaparrals. I knew he had lots. How many and how many parts, I didn't know until I read about it. I was totally amazed that Bud was one of the few with total access to the inventory of Chaparral parts at the Certified Parts Corporation in Wisconsin, the compa-

ny that bought the left overs of Chaparral, when they went out. Bud, apparently, knew as much or more about this inventory than they did. Totally cool. And totally Bud.

I also knew that he had worked at GM. Never knew exactly what it was that he did. Found out he was a General Supervisor. Which is kind of a big deal job. Downtight important. But, he never came across like that. He was always very subdued in talking about himself. And, always had the idea that the GM thing was something he did for work. Compared to what he did for snowmobiling, which he did for love.

Something else I knew was that Bud was a WWII Vet. Served in the Pacific. Knew that because in one of our conversations, he had mentioned that to me.

And, I very proudly said that my dad, Francis King, had also served in the Pacific in WWII. They never actually met. Dad was Army.

Bud was a Marine. But, they were in about the same place at a very bad time to be in that place. This served to tighten the bond between Bud and I somewhat. Then, he never actually told me about being part of the Wind Talkers. Maybe a little. But, not nearly as much as I read about this after he passed. Truly one of the guys that helped win WWII. Part of a generation we all owe a huge debt to.

Then, there was his work as a communicator about snowmobiling. Bud, although he did not have a degree in Journalism, had a knack for being able to tell stories about sleds and snowmobiling. Which is something no journalism professor can ever teach. Like artists who paint beautiful landscapes, painting pictures with words is a gift as well. Bud had this gift. He could talk about sleds and snowmobiles and things related and totally make it interesting and keep you interested. This is why you can find articles Bud wrote not only in back issues of this magazine, but in back issues of just about every prominent magazine about snowmobiling that has ever come out. Along with more than a few TV shows. Some, he



Bud on one of his many old sleds.

even produced himself. In his basement. Totally cool.

In 2002 Bud was inducted into the International Snowmobile Hall of Fame. The first person from Michigan to get that honor. Most deserved. Also, something he was very proud of. I can remember him showing me the document he received. Totally proud of the honor. But, still at the same time, subdued. Still wanting it to be more about what he was talking about rather than himself.

As mentioned, he loved Chaparrals. But, he also loved a lot of other interesting sleds. Actually, it was the more interesting sleds that Bud seemed to love the best. The big brands, like Yamaha, Polaris, and the rest, he knew a lot about. Could tell you all sorts of info that most of the people working at these companies today have probably forgotten. But, for him, that was like shooting fish in a barrel. Not much of a chase. Bud was more interested in the oddities. The sleds that some guy built in his garage. Where he made one or two. Or, some idea for a design that never quite took off. I personally remember him being totally proud of his "Shark". And, then (See my Sled of the Month) a Stanabeck. Right up until the end, Bud just loved finding out about some new kind of sled that he had never heard about, telling everyone he knew about it.

Then, there was the part about how he did so much to help others. How he took people in. How he gave away cars and helped people when they needed help. That part of him, I knew. Because... Because, when I was just getting started in this business about writing about snowmobiles.... Bud was there to help me.

Sadly, I now get to the last time I really talked to Bud. Like the first time, it was at

the Naubinway show. The show had grown considerably by then, just a few years ago. Bud was there, but, already suffering from Parkinson's to the point that he had spent most of the time in his room. Seeing but a few close friends. I had not gone to visit him. Then, at the dinner on the night after the show, a mutual friend said Bud had been asking for me. So, I went to the motel and saw him.

That night, I spent like an hour or two with Bud. Talking about sleds, WWII, Writing for this magazine, and others. The Naubinway show, and, just whatever came up. Sitting there in the room with him, I kind of knew that would be the last time I would really get to sit and visit with him. And, it was. I saw him a few other times, briefly. But, that night was the last real time I was able to just sit and visit with him.

And, that night, as I left the motel room. I shook his hand. And, our eyes met. Something passed between us in that second or two. As I looked into his eyes, I knew that he was counting on me to keep doing what he had done. And, what I do now. Writing about the greatest winter sport of all.

Good-bye Bud. We, will all miss you.

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International Snowmobile Hall Of Fame 25th Anniversary & Induction

By Jim Duke

Some thirty years ago Elmer Cone, of Boyev Minnesota, thought it only fitting and proper to recognize and honor the many individuals who have devoted so much to the preservation and betterment of snowmobiling activities, so in 1984 he set about putting together an organization to do just that and, after some thought, decided on the title of the International Snowmobile Hall of Fame, and the location was first established in Grand Rapids, Minnesota. The first few individuals selected for induction in 1989 included Inventor & Manufacturer Edgar Hetteen; Explorer &

Adventurer Ralph Plaisted; and Journalist & Historian C.J. Ramstad, all of whom are considered the Class of 1990. Since that time, every year, usually in September, another class of snowmobiling pioneers are selected from the list of nominees and are honored at a ceremony beginning with a welcoming reception & "pirate boat" tour of the lakes, and ending with a fantastic banquet after which the recognition ceremonies are concluded.

The International Snowmobile Hall of Fame moved from Grand Rapids, Minnesota to Eagle River, Wisconsin several years ago and became a part of the World Snowmobile



Larry Sheperd, Gail Hanson and Lyle Shihe after being inducted into the Snowmobile Hall of Fame.

Headquarters where, undeniably one of the largest and best assortments of antique & vintage snowmobiles are on display along with the photos and biographies of each member of the ISHOF, a display of racing sleds and photos of their drivers, and sections devoted to such prestigious organiza-

tions as the Iron Dog Brigade; the Women on Snow; and the Thirsty-Dogs.

The Class of 2014, though small in number, is far from being small in accomplishments. There were three inductees in this class, beginning with Gail Hanson, noted trail & program developer from

New Hampshire. Gail has been involved with organized snowmobiling for more than twenty years, beginning with an appointment to the Secretary's post in her local snowmobile club and advanced up the ladder, so to speak, to the Executive Director's desk for the state of



Arriving back to the World Snowmobile Headquarters after a bus tour of the birthplace of the snowmobile, and the racing hall of fame and Museum.

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New Hampshire's snowmobile association. Gail's commitment to organized snowmobile activities and demonstrated ability to function effectively under the day-to-day stress of running a state snowmobile association made her a very well qualified inductee.

Larry Sheperd resides in Faribault, Minnesota, and received honors as a volunteer, but his qualifications go much further than that. Larry began his passion for snowmobiling in the early 1970's, first as a club member and later as an active member of the state association. Larry

Instructor for more than eighteen years, receiving honors in 2006 as the Minnesota Department of Natural Resources Snowmobile Instructor of the Year. Larry's achievements doesn't stop there however, in the same year, he was named Minnesota Snowmobiler of the Year by his state association, followed in 2007 with the American Council of Snowmobile Associations award as the National Snowmobiler of the Year.

From East Jordan, Michigan, Lyle Shipe was honored for his many years of accomplishments and dedica-

recreational endeavors. As a publisher & journalist, Lyle recognized early on that some method of uniting the snowmobilers in the state was necessary so that Lansing would hear, and listen to, the voice of those who would make Michigan a premier winter recreational Mecca. Acquiring the publication known throughout the Lake States, and many of the neighboring states as well, the Michigan Snowmobiler magazine gained popularity for



Not sure what the joke was, but I'm sure I can't repeat it... Lyle Shipe, Tom Anderson and Jim Duke.



Lyle and Nancy Shipe holding up the Plaque after the induction.

has served as both vice president and president of the Minnesota United Snowmobilers Association and has served as a certified Youth Snowmobile Safety Training

tion to improving snowmobiling activities throughout the state, and by informing snowmobilers of the many attractive destinations where they can enjoy their favorite winter

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"telling it like it is" and covering events where snowmobiling activities were scheduled, and the racing events that was, and still is, a favorite participant or spectator

sport among both residents and visitors. Lyle continues to "keep his hand in the business" although his responsibilities have become much less in recent years.



ABOVE: Groomer of the Year, Chris Wiley.
BELOW The Club of the Year Eastern Iowa Sled Heads, had a great turn out.



These three latest inductees brings the total ISHOF membership to just over the one hundred mark, and we welcome them into one of the most prestigious groups of snowmobiling related enthusiasts to be found anywhere in the world.

Also honored that

night was International Snowmobile Groomer of the Year, Chris Wiley from Manchester Iowa, and the International Snowmobile Club of the Year, Eastern Iowa Sled Heads from Lone Tree, Iowa.

As we look forward to another snowmobile season for 2014 - 2015, we wish to extend the afterglow of the moments, when these

wonderful, devoted snowmobiling activists were introduced, and recognized for their many accomplishments. Congratulations to all the many who make up the membership of the International Snowmobile Hall of Fame. For nomination particulars, visit the ISHOF at www.ishof.com.



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SPOTLIGHT ON.....

Hacker's Yamaha Houghton Lake

by Bill Tison

(EDITORS NOTE: We are starting a new series Spotighting some local businesses in the lower Peninsula, like our Yoopers in the spotlight series. We hope you enjoy it and make plans to visit these snowmobile friendly places this winter.)

A interview with Rick Hacker owner of Hackers Yamaha & Honda

Hackers started out as Hackers Marina on the lake in Houghton Lake, Michigan. In 1970 they were looking for a way to make some income during the winter months. Now they are in their 44th year.

They tried a few different brands of snow-

mobiles but Yamaha was the one that stuck.

The other brands were Ski-Doo, Johnson and Eskimo to name a few.

About 3 years later the marina was just too small. At that time Forest Hacker who was Ricks father the founder, also had a partner. Forest wanted to move into a bigger place but the partner did not so they split. Hackers took the Yamaha franchise and the partner took the Eskimo Franchise. It sure is nice to have a little luck on your side. I mean come on Yamaha or Eskimo?

So after 3 years they make the big move to the new store where

they are still at today at 3901 W Houghton Lake Dr or M-55.

The only way to become a Yamaha dealer you had to take 12 sleds. It takes a few more today to get started. Hackers still do a lot of Marina work with Wave Runners and Yamaha jet boats.

They keep 11 people working full time and that is a big accomplishment on its own. They have a no push attitude when it comes to selling sleds and bikes. Rick said he is lucky he has a great crew.

Rick gave me a tour of the place and it is a lot bigger then it looks from the out side, plus they have storage units at a different site.

They also have a large inventory of parts. The mechanics have to be happy campers because they have roomy work stations with motorcycle and snowmobile lifts.

The show room is a pretty good size. They have it set up real nice with sleds, bikes, ATV's and accessories.

On the walls are a lot of posters and photos from days past of racing, with trophies and awards. I can see that racing is still a passion for Rick. He said they were still in the racing business but in different way such as sponsor ships and technical tips.

Rick still rides as much as he can and averages about 2000 miles a year plus loves to ride his dirt bike. Back in the day Rick was a racer and at his age he looks like he could still out ride most.



Can't miss this sign.

Hackers carries a full line of Yamaha and Honda products and that takes a lot away from play time. I asked him about retirement he just laughed and said about 20 years ago he was going to semi retire but said he works harder now then he did back then.

They have some real cool sleds that they have restored. They have a V-Max with a little dust on it but looks brand new.

Hackers have had many firsts. They had the very first Phazer in the USA that came straight from Japan, and the first dealer to be completely computerized. They were the #1 Dealer for 26 years for Yamaha. They have received the Pro Dealer award every year that Yamaha has given the award.

Back in the 1980's before renting was like it is now they had 100 sleds that they rented.



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Speaking of the 80's Rick and his crew did a lot of oval racing and were very successful. Then in 1994 they switched to drag racing and raced at Hay Days several times with a lot

of success. They ended racing in 2006.

Rick does a lot of community things, he sits on the chamber board in Houghton Lake, and helps with organizing grooming.

He puts on several events in town also such as a Star Dealer ride and Hot Winter Nights both are co sponsored with Yamaha. At Tip Up Town they set up a booth and have demo rides for the public.

Ricks mom worked with him for many years and was a big part of the company and is missed very much. Ricks wife works with the Spicer's from the dealer ship down the road on a lot of different fund raisers and activities for Tip Up Town and other things. I asked what it was like to have Spicer's so close, and he told me that they were best



The V-Max that Rick and the crew restored.



ABOVE: Just part of the showroom, where they keep a full line of snowmobiles need.

BELOW: The storage area. Stack them up, move them out.



RIGHT: Rick Hacker behind the counter. The man of many jobs.



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Sno Motion - 2014

By Jim Duke

For twenty-eight years, Jack Nelson's brainstorm to hold one of the state's largest snowmobile dealer shows was a very successful venture, beginning at the local arena in Greenville, Michigan, then, needing more room moving to the National Guard Armory, and after just a couple of years had increased in popularity to require another move, this time to the local fairgrounds. It was about this time that Jack entered into an agreement with the Michigan Snowmobile Association for volun-

teer help to provide parking assistants and internal security during the event. This assistance was necessary partly due to the traffic jams occurring on local roadways by visitors to the show, and partly because of the snow show experience the MSA leadership brought to the event. Finally, when this function had grown to what most would call "gigantic proportions", Jack made the final move to his own property behind Nelson's Speed Shop approximately three miles north of town on M-91.

It was in this location that a snow-cross track

was developed and a crew of experts were hired to produce artificial snow by combining liquid nitrogen and water and blowing it through a pressured hose into a holding tent and eventually onto the track. This may not sound like much of an extraordinary feat, until realization that this in late August when normal daytime temperatures reach into the upper eighties, and sometimes ninety degrees is not uncommon. This is done in quantities enough to cover the track with enough snow for several heats of racing snowmobiles by factory



Sales were brisk & continuous inside the store.

teams over the moguls and jumps before melting changes the track to mud. Along with the races, Jack engaged other spectacular oddities to entertain the crowds like monster trucks and snowmobile and ATV riders doing radical jumps and backflips of 360 degrees. There were also ATV

demo rides, a music concert by Jason Aldean, and a midway of vendors to rival any county fair in the state.

All that being said, all good things eventually come to an end, and the throng of nay-sayers who thought this would

Continued on page 14



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A large inventory of snowmobiles were on display.

decision to maintain the Nelson Speed Shop name, at least for now and to also continue with the event at a smaller scale. Lakeside Motorsports enjoys it's own popularity at their Mecosta location, and will most likely convert the Nelson store to the Lakeside logo as well. In the meantime, MSA remains active with SnoMotion, performing much the same volunteer duties as in previous years, and at the request of Lakeside.



The Parking lot filled up fast in the first hour of the show.

be true when Jack decided to sell his dealership and retire were sadly mistaken. Although whether the SnoMotion event will remain an annual event under new ownership, Lakeside Motorsports made the

Although late getting the word out about the Swap Meet, a record number of swappers were on hand, and plenty of shoppers showed up to buy their used wares. Vendor displays included a chainsaw carver, lawn & garden implements, motels, and vintage snowmobiles. There was never a time that the food ven-

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Continuous long lines to purchase oil on both days.

dors weren't busy, or without a line of customers patiently waiting.

From all outward appearances, and against some rumors that the customer base at this location will seek a new dealership for their business, Lakeside Motorsports is on track to continue with the same excellent quality of service and the same business ethic that customers enjoyed under the previous ownership. Jack Nelson built an iconic business and a dedicated corps of customers, but those folks have no need to worry.... Lakeside Motorsports will not only offer the same services to snowmobile and ATV enthusiasts, but have already

expanded their services to include boats and motorcycles as well. The free promotional T-shirts handed out at the SnoMotion event says it all with "Michigan's Superstores Are Now One" in bold red, and both the Lakeside Motorsports and

Nelsons Speed Shop logos underneath on the back, and SnoMotion 2015 on the front.

The level of success for this event remains undetermined at this time, but the unofficial opinion is that it was huge! MSA volunteers assigned to the parking detail have stated that the constant stream of vehicles numbered into the hundreds in just the first few hours of the show, and employees have said they were overwhelmed by the long lines of customers taking advantage of show-sale prices. From my personal vantage point, the number of

vehicles into and out of the parking area throughout the day on both Friday and Saturday can only equate to a successful event, and at the after show gatherings of the MSA volunteers, we heard many times that it couldn't have happened without our help. The volunteers are always pleased to hear such praise but most feel it is unnecessary. Karen Middendorp, MSA Office Manager and show

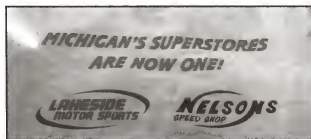
coordinator said it best with a simple "It's what we do." Whether Lakeside Motorsports decides to continue with a Sno-Motion style event or revert to a dealer "Open House" activity that has proved very successful at their long established facility in Mecosta, MSA stands ready to assist in whatever capacity as may be requested.



White Pine Lodge was just one of several vendors present.



ATV & UTV displays attracted many shoppers.



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10th Annual Seney Vets Ride Honored by Congress

By Stephen King

This past March, the 10th Annual Seney Vets Snowmobile Ride was held in and around the town of Seney. Began 10 years ago by Don and

Diane Reed, owners of the Fox River Motel in Seney, and who are both Veterans, this is now the largest event of its kind in the Country. From its humble beginnings, as an idea the Reed's had of doing

something to honor those to have given part of their lives to help insure this Country's freedom, it has gone from about 50-60 riders that first year, to close to 300 now, the event has surpassed the hopes of all involved.

As a matter of fact, the event has grown to the point that even getting an accurate count on how many people are on the Ride has become a problem. Diane, who is in charge of Registration, noted that about 251 riders had registered. But, about 225 stayed for dinner. And, there were some



I get a "thumbs up" from one of the guides as he crosses over the Fox River.

that ate and didn't ride. went on the ride, and neither registered nor ate. Amongst the riders this

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There was way over 200 people at the Flag raising this year.

year were some honored quests. State Sen. Tom Aspersoir, State Sen. Jeff Hanson, State Rep. Ken Yonkers, and former State Sen. Jason Allen, as well as some other State dignitaries were on hand. However, the biggest VIP was U.S. Congressman Dan Benishik. Then, there was Kelly Bartlett, liaison for M-DOT. He went along to show his support. However, on the ride, he ended up going off the trail and into a tree. Kelly was treated at the scene, sent to Helen Newberry Joy Hospital, and was pronounced slightly dinged, somewhat embarrassed, but OK.

However, the other VIPs did much better. Foremost was again US Congressman Benishik. As well as going on the ride, to honor his commitment to Veterans, as well as to this event, this year

Congressman Dan Benishik presented Don and Diane Reed a document from the U.S. Congress recognizing the 10th Anniversary of the Vets Ride. It speaks about how Don and Diane started this event and still work very hard each year to make this event happen. At dinner that night, the Congressman spoke highly of both the ride and what the Reeds have done. Later, Diane commented that she nor Don knew nothing of this Award prior to the event.

As for the actual ride, it began as usual with the Opening Ceremony in which the U.S. Flag is raised, along with the flags of the various armed services. With a member of each service doing the honor or raising his or her own flag. This year, Don announced that the theme of this year's ride was the

"Pledge of Allegiance". In keeping with that theme, all present recited the Pledge as one. The ceremony ended with Don stating, "Everyone have fun today!" Then, he again stated, "This is not a race. We take our time out on the trails. We stop often to jawjack. You non-vets, pick out a Vet and get them to tell you something. And, have fun." After that, the group broke into smaller groups and headed out in various directions from Seney, with some going south,



There were groups of Vet Riders all over the place around Seney.

others north. Some on groomed State sanctioned snowmobile trails, others on two track roads, some of which had been groomed for this event by the Seney Snowmobile Association.

However, all met at the famous "Eagle's Nest", which is a camp at the headwaters of the Tahquamenon River, one of the most picturesque places in the U.P. There, once again, there was the hot dog burn, the traditional lunch of this ride. This year, roughly 720 hot dogs made the ultimate sacrifice for the cause. Diane noted, "One of our biggest local supports is Rich Otter, with Mac's Market in Newberry. This year, he

gave us the hot dogs and buns at cost."

As is tradition, the day ended with a meal. This year, the event moved to a pole building behind the Fox River Motel. The dinner began in the Reed's garage. Then outgrew that and moved to the Groomer Barn. Now, outgrowing that, it has moved to the pole building. This year, the dinner was roasted pork with all the fixings. Plus, a lot more good comradery. About the dinner, Don stated, "I have to mention and thank Chef Randy Bell and his family for all that they do in putting on the dinner. It's not

Continued on page 18

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easy to feed 301 people, which is how many we had eat this year. And, once again, everyone talked about how great the food was."

Then, as mentioned, as dinner ended, Congressman Benishik presented the Reeds with their Congressional Award, commemorating the 10th Annual Seney Vets Ride. Speaking about the event, Congressman Benishik stated, "It was great to be able to get out on the Trails and ride

today. The Eagle's Nest was beautiful. It was great to be able to ride with these people. I met a lot of great guys and girls today. Especially the Vets. These are the people who have helped keep this country free. We owe them all a debt that we can never repay. I just want to say Thank You to all of the Vets who have served our country so well."

Also, in commemorating the event, something new was added this year. A commemorative coin.

Called a "Challenge Coin" by Diane, these coins are well known to Military personnel. They are minted for various reason and highly collected. She also noted that there are now over 40 volunteers that are needed each year to put this on. As well, Diane noted, "We are getting a lot of local support for this. We really appreciate what everyone around this area does. For example, Moose De Nord donated some very nice prices this year, snowmobile suits and stuff. Which we really appreciate. Then, the Manistique Elks and Pickford Ladies Auxiliary donated. But, along with those donations, we are also now getting support from literally all over the country. We even had one donation come in from New York State. I would



US Rep. Dan Benishik was at the Vets Ride to present founders Don and Diane Reed a Congressional Award recognizing what they have done.

love to thank each supporter and volunteer individually, but there are just too many and I am afraid that I would miss some. But, what I want to say is that this would not be the event that it is without there support."

The day ended with a fireworks show, after dusk. Also, with plans for the 11th Annual Seney Vets Ride already starting to take shape.



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A NOSTALGIC LOOK AT SNOWMOBILING THIRTY YEARS AGO

by Andy Twork

October 1984

Each and every month contained within the pages of the Michigan Snowmobiler Magazine, I strive to take you back, back 30 years to look at snowmobiling just exactly how it was 30 years ago this month in the state capital, on the trail, as well as in your home.

I have to say, I remember that winter of 1984 very well as it was a winter with a very sparse snowfall. It could have crippled the snowmobile industry completely had it not been for the dedicated individuals that work so hard each and every



year in making the sport of snowmobiling happen in one way or another across the State of Michigan.

One of the biggest things in snowmobiling in that early fall of 1984 would have to be the fact that the I-500 committee had received a \$5,000 dollar state grant with the funds to go to publicize the committee's annual snowmobile

race and renovate the track.

The financial grant was announced on September 25th, during a meeting of the Area Community Services Board. The grant also was used to restore the length of the race to 500 miles for the next year's contest.

The actual length of the race for the I-500 had been cut back to

about 300 miles during the energy crisis of the 1970's.

This year's 17th annual race which is sanctioned by the Michigan Association of Snowmobilers and the International Assoc. of snowmobilers has been scheduled for February 2, 1985 when there are about five to seven thousand fans expected to attend event.

Our good friends in Lansing have been looking at the idea of putting federal excise tax on snowmobiles and a variety of other outdoor recreational equipment.

With this new tax, the actual price of a new snowmobile could be raised by 500 to 700 dollars or even more. The move to put an excise tax in place is being watched closely by the International Snowmobile Industry Association, and the move is designed to develop permanent funding sources for non-Game wildlife management programs.

These collected tax revenues, according to

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REMEMBER WHEN CONTINUED FROM PAGE 19

the FWS would be funneled into grants to states to carry out programs benefiting non-wildlife programs. The funding sources are evaluated and excise taxes on snowmobiles and off-road vehicles, 3 wheelers, ATVs, & 4 wheel drive vehicles, the measure could even

include funds appropriated from extra tax on campers, motor homes and even photographic equipment in film. There's even the possibility of a 10 percent tax on recreational diving equipment and on backpacking and camping equipment as well.

Yamaha corporation made a unique promise to snowmobile buyers this year as they stated that if there is no snow customers will get half

of their snowmobile purchase money back this winter.

If the snowfall in the region each customer selects is less than thirty percent, the customers will still receive a substantial refund of twenty five percent of the cost. The idea is, Yamaha's no snow guarantee which the company hopes is a sure fire way of getting customers into the showroom. When asked about how the system would work it was explained as follows:

It's simple, the dealer gives a card to the buyer, the card has 4 national weather stations located near the dealership and the buyer must choose 1 of those weather stations. If the winter season there's less than 20 percent of annual snowfall, Yamaha corporation will

reimburse the customer 50 percent of the suggested retail price of a snowmobile and a 25 percent refund will be awarded if snow levels are less than 30 percent.

This deal had to be the top gimmick in new snowmobile ideas for the year of 1984.

An article advising people going out snowmobiling need to dress properly and they need to carry tools, spare parts and extra fuel if possible. It's a good idea to have a first aid kit as well as a survival kit with a compass, maps, waterproof matches, maybe some food an extra clothing.

It's the best idea to stay on marked trails and watch for fences and wires concealed in the snow. Snowmobilers need to respect private property and never

leave litter or any kind of a trace as to us being there and leaving the properties as we found them. Experts say to be sure that ice is at least 6 inches thick. Know your surroundings.

The Traverse Area Snowmobile club which was formed two seasons ago is growing and becoming more and more an active instrument for the snowmobiling season. The winter calendar for this travel area includes a snowmobile poker run on December 26 along with the snow weekend on January 14 through the 16th and another fun run on January 22.

This year in the Traverse City area the Wertz Warriors snowmobile endurance ride for Special Olympics will include a route

Continued on page 22



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through Kalkaska and Grand Traverse and Leelanau counties before stopping at Sugarloaf for the opening of the winter Special Olympics. This is the third year for the ride and the goal of 40 participants will bring in \$55,000.

The National Weather Service actually issued some new predictions for the winter of 1984/85. The question is will there be snow or will it be warmer than normal? Which brings us to another question, is winter weather actually predictable? Some climatologists claimed the winter of 1984 and 1985 will be one of the coldest ever.

Moving back up to

the far North reaches of the Upper Peninsula the village of paradise has done some major fundraising and actually procured enough funds to purchase a bigger grooming machine for them to use in their trail operations.

The Paradise area of the central Upper Peninsula has some of the finest trail riding as well as early and late season riding that can be found within the state. The desolate area between Paradise and Whitefish point and West Pine stump junction contains miles and miles of both marked and unmarked trails that can keep snowmobilers busy for hours and hours on end.

Now, with the availability of a second grooming machine volunteers in the area that run the groomers will be able to better serve the snowmobilers of Michigan in providing them with flat

smooth snowmobile

trails.

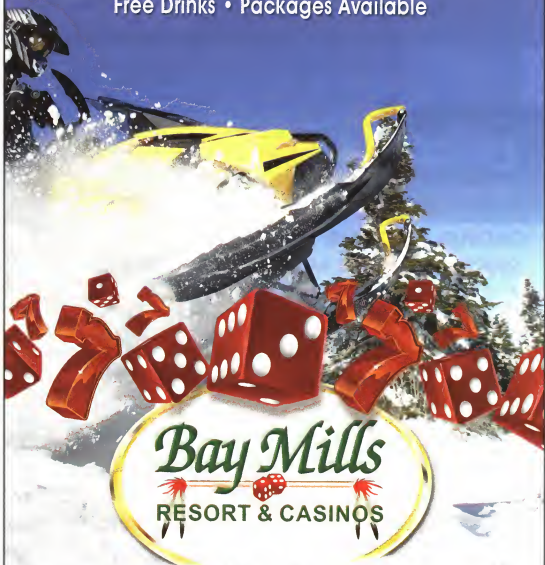


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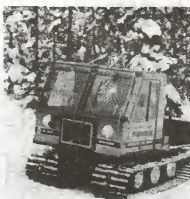
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The East Jordan Area Chamber of Commerce hosts several fall events and activities. The 6th Annual Breezeway Fall Color Cruises will be held on three Sat., Sept. 27, Oct. 4 & 11. Color tour participants pick up "goodie bags" filled with trip tips, color tour maps, coupons and other surprises at Royal Farms Winery in Atwood between 10:00 AM and 3:00 PM on those days. Participants then proceed at their own pace along C-48 The Breezeway stopping, shopping, dining or enjoying a nature hike at one of the three preserves along the route. End the experience at Boyne Mt. in

Boyne Falls with a complimentary chair-lift ride for a breathtaking view atop the mountain.

The 5th Annual Pumpkin Festival and Leaf Peeker Craft Show is scheduled for Saturday, October 18th - downtown East Jordan. The craft show features 35-40 crafters from 10:00 AM - 4:00 PM in the Civic Center and outside on Main Street. The family friendly Pumpkin Festival runs from 1:00 PM - 4:00 PM and offers games, pumpkin pie contest, Twister Joe Balloon Artist, free entertainment by the popular local band "The Sleeping Gypsies" in the Memorial Park bandshell, early trick-or-treating at downtown businesses, pumpkin bowling, specials at local restaurants and businesses. The entire Breezeway area is dotted with scarecrows and harvest displays.

Another don't miss color tour experience - be sure to visit the Jordan Valley - including the Jordan River National Fish Hatchery www.fws.gov/midwest/jordanriver/ and Deadman's Hill has often been written as the Midwest's answer to the Grand Canyon.

For more information on lodging, maps, events, etc. contact the East Jordan Area Chamber of Commerce at 231-536-7351, www.ejchamber.org or e-mail info@ejchamber.org

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YOOPERS IN THE SPOTLIGHT

NAUBINWAY MICHIGAN

By Jim Duke

Mention the community of Naubinway in any conversation and almost without hesitation, one of the participants will ask... "where the heck is that?" Well, in an effort to put that perpetual question to rest, this should do the trick! Founded in 1873 by a French voyager by the name of William Boucha, Naubinway is the northernmost community on the Lake Michigan shoreline, and one of the best natural harbors in any of the Great Lakes. A large number of current residents in this quaint little community are descendants of the Indians who inhabited the area prior to the arrival of the French voyageurs, and many are descendants of those early settlers as well. Naubinway is an Indian name, and means "Place of Echoes"

It was because of this natural harbor that Naubinway became a major port for lumber ships during the timber boom in the 1800's, and although it was this demand for lumber that brought the early settlers, once the timber industry began to dwindle near the turn of the century and many of the inhabitants moved on, the fishing industry took over and remains a large part of

Naubinway's economy to this day. Still an active fishing port, commercial fishing has become one of the main attractions as the fleet of vessels leave the local docks each morning to seek out the best fishing spots in northern Lake Michigan. Local residents and visitors alike can be found anxiously awaiting their return to port with their fresh catches, and a unique treat is the chance to purchase the fish right at the dock. A person can't get fish more fresh than that, but if waiting on the docks isn't your cup of tea, the Fish Markets in Naubinway can lay claim to having the freshest fish for sale around, where the age of the fish is almost always measured in hours rather than days.

Another great feature that Naubinway can boast about is the long stretches of public beach, extending for miles along the Lake Michigan shoreline, and has the undisputed distinction of being some of the best sand beaches anywhere in the world, but if spending the day with your feet in the sand isn't to your liking, there are plenty of other options to explore in the area. For example, there are miles of forest roads and paths where a stroll through the woods almost always offers a viewing of wildlife one might never

get to see elsewhere. Truly a community that embraces all the seasons, with the Spring comes wildflowers and the returning of migrant birds. Summer offers visitors a multitude of options such as swimming, hiking, biking, camping & fishing. When Autumn arrives, the forests change from deep greens to a variety



Naubinway's Welcome Sign, to snowmobilers and travelers alike.

of vibrant colors, and a drive along local roads provide a view beyond belief. As the Winter season approaches and many folks begin to think of warmer climates, the residents of

Naubinway begin gearing up for yet a different breed of tourists, and can expect an influx of skiers, snowshoers, and of course, snowmobilers. Continued on page 28

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ers.

Although Mother Nature doesn't visit the southern locales of the Upper Peninsula as often as she does in other places, Naubinway can usually count on snowfalls abundant enough for a variety of winter activities, and with the southern Upper Peninsula's primary east-west snowmobile trail passing directly through the heart of the village, Naubinway is host to enough snowmobile enthusiasts to keep the "no vacancy" signs on at most local lodging facilities.

Beaudoin's Marathon Service is always a popular stop for both those choosing Naubinway as a snowmobiling destination and for the transits passing through. Located directly across the highway from Trail #2 and open every day of the week from 7:00 AM until 11:00 PM, they offer a convenience store fully stocked and complete with fuel, snowmobile oil, hot bev-



Top of the Lake Snowmobile Museum, a must stop when you visit Naubinway.



verages and sandwiches. Undisputedly the most snowmobile friendly folks in town, they can be reached at (906) 477-6900.

Another attraction that draws snowmobilers and other visitors to Naubinway, not only during the winter months but year-round, is the Top of the Lake

Snowmobile Museum. Beginning more than a decade ago with an informal discussion by several individuals in the Naubinway area who were interested in, and participated in antique snowmobile shows, on how they acquire an indoor facility to display their sleds and associated memo-

abilia, but with little activity until some years later when, in 2006 they held their first organized meeting as a group and in the several meetings that followed, decided to form a non-profit organization, established a business plan, determined how to raise funds for the project, and selected a Board of Directors. Charlie Vallier was appointed Chair and the rest is pretty much history. A partnership was developed with the Sault Sainte Marie Tribe of Chippewa Indians and the name for the museum was selected in keeping with the Merchants Association. Temporarily located in a building previously utilized as a laundromat, the museum first opened on Independence Day in 2007 with 62 "Old Iron" snow machines. They moved into their new, permanent facility located on the north side of US-2 in late 2013, and is now open to the public

six days per week from 11:00 AM until 5:00 PM. The museum is closed on Tuesdays. During my visit there, I found both Marilyn Vallier and John Batchelder to be very knowledgeable on the exhibits there, and have to thank John for the tour of the facilities. Very impressive.....

The Village of Naubinway has long been associated with snowmobiling activities, more so with antique and vintage snowmobiles, and has been host to the Top of the Lake Antique & Vintage Snowmobile Show and Ride for more than twenty years, and the 22nd Annual activities took place on February 14th & 15th, 2014 and was a very successful event. For more information about upcoming activities, a call to the Museum at (906) 477-6298 can answer your questions. Naubinway truly deserves to be recognized at this month's Yoopers in the Spotlight.



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Adopt a Trail

By Andy Twork

Have you ever given any thought to just exactly how much labor time or man hours that it takes each and every year for the many snowmobile clubs and grant sponsors across the state to properly maintain and clean up the snowmobile trails that we all enjoy using so much.

A couple of years ago I took on responsibility not one but two sections of snowmobile trail one in the Upper Peninsula and one in the Lower Peninsula to just put some of my own personal time into and trying to improve the conditions of those sections of trail on a personal basis by myself and my family.

Many times we are focused in on the road while driving, not noticing who may have been adopted a certain stretch of road. Just give it a minute to roll through your mind; this may be a good way to promote more trail maintenance volunteers.

Just about 2 years ago I purchased a piece of property and the main east-west Trail 8 crossing the Upper Peninsula of Michigan. Our place, just west of Brimley Michigan where the trail begins on the west side of Brimley at Irish line road and extends to the west, I have taken on the responsibility of trying to improve the section of trail adjacent to Irish Line Road heading towards the main rail grade towards Raco.

We have found that as individuals if we go and do a little brushing or maybe a little mowing every time we visit our little piece of the Upper Peninsula all trail conditions improve steadily.

Maybe you have the ability to do some light grading or maybe you have the ability to fill in some pot holes or even just cut some brush back and do a little trimming as needed.

I know that everyone doesn't have the accessibility to some of the equipment and toys that I do but I do know that just about everyone can get ahold of a saw or chain saw or hammer or maybe a screw gun and some deck screws to help and maintaining a small section of trail somewhere near their home.

Down in the Lower Peninsula we have taken care to assist in

maintaining a portion of the west shore snowmobile Council's trails. Several times a year I will make an attempt to grade and keep level the snowmobile trail from Blue Lake road and Dalsen road following the snowmobile trail west and then south across Brunswick road to Raymond and then south all the way to Holton Whitehall road.

If each one of the registered snowmobile owners in the state of Michigan only took a short half mile section of the state's trails and tried to somehow or

another make a difference in one way or the other in the actual condition of the trail we will all find that all of our snowmobile trails no matter where they are in this great state of Michigan would improve dramatically in overall condition and as a result cause trail maintenance expenditures to decline.

So you see, just because you buy that trail permit doesn't mean personal sacrifice isn't needed to really make the trail system work.



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Vintage Sled of The Month

"The 1967 Stanaback"

By Stephen King

Colorado Cool Aid.

For this column, I am trying to pick some unique and interesting sleds. That being said, sometimes these interesting and unique sleds have a huge story behind them. Other times, not so much. This sled is one of the latter. Totally a very unique and interesting sled. However, not that much to tell about it. But, it does have one totally redeeming factor on the interesting scale. Namely, the 1967 Stanaback was discovered by none other than Bud Knapp, who originated this column, and who we lost this past spring.

That being said, this is one very cool sled. First, and I am probably making Bud roll over in his grave on this, the sled is often called, "The Silver Bullet", because of the general shape of the thing. Namely, it looks like a beer can sitting on a bull dozer frame. A can that bears a striking resemblance to a container for a certain adult beverage known as

Namely, the cowlage is long and low and covers the entire front portion of the machine. In the back, there is a seat. Then, instead of a seat rest, the gas tank sits directly behind the operator. Not sure if I like that idea. But, on most newer sleds, the gas tank is between your legs, and I'm still not really convinced about the wisdom of that one either.

The seat is really basic. Two pieces of wood (?) covered with foam and vinyl. Probably not ergonomically perfect. But, it worked. Only thing, not sure where your legs were supposed to go. No room inside the cowl. Outside would most definitely give you the cowboy bow legs after not much time on the trail.

Inside, there is a 400cc Lloyd motor for a power plant. Now, when I was at the Top of the Lake Snowmobile Museum looking at this, Charlie Vallier said he had no idea how fast this thing would go. Me? With that for a power plant, I'm

thinking this thing would move right along. Probably wouldn't be breaking the 4 second mark in the grass drags. But, would move you along down the trail OK.

Then, on the underside, there are a pair of tracks. Kind of like a Raider, or a Manta. Like I kind of said, looks like a little bull dozer frame. And, I was told, that just like a bull dozer, it steers by changing the speed of the two tracks. Done on this thing with dual clutches on the drive axle. Then, if you are clever enough to stop one and move the other, it will turn a complete circle on itself. Cute trick for a sled. Solves the parking problem.

There is not a lot known about this creature. Other than it was built by a fella by the name of Ken Stanaback of Grand Rapids Michigan. Also, he made two of them. Apparently, never got the big order and went into mass production.

With Bud, he was pretty serious about stuff like this. Me? Aw, come on, You guys know me



by now. That "Serious" gene wasn't in the pool when I was created. So, I am going out on a bit of a limb here. To me, thing looks an awful lot like one of those sprint cars. Without the big fins. I think Mr. Stanaback had a love of the little race cars. And, wanted to create a snowmobile version. Stick a roll cage and a couple fins on this... One really neat looking race sled. With the twin track design that was winning a lot of flat track races for a while. Think Eagle River. For a while the twin track race sleds were just the rage. Also think this as just a prototype. Still planned on making a

few minor adjustments. Which is why he just made two. If there had been a 1969 Stanaback, maybe that one would have been the sled that took off for him. And, maybe took a checkered at Eagle River.

Either way, what we are left with is one very unique and cool sled. Most definitely a "one of a kind". One that truly deserves to be mentioned here. Also, one that deserves to be another tribute to my old buddy and mentor, Bud Knapp.

Like usual, you can see this sled up close and personal in the Top of the Lake Snowmobile Museum in Naubinway.

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Know Your Friends... But Know Your ENEMIES Too!

By Jim Duke

As long as there has been motorized recreation, there has been conflicts between those who recreate without motorized conveyances and those who prefer motor-assisted movement as opposed to muscle power, and no matter what action is taken or how many lawsuits are filed, those conflicts will never be resolved completely. It seems that the non-motorized community is not content to share the vast acreage available with anyone that doesn't agree with their method of recreation, and in some instances they don't even agree among themselves. When it comes to the bat-

tle for recreational freedoms and access to the public lands across our great nation, motorized vs. non-motorized, it's important to know who your allies are and who is siding with the enemy. With just a little research into this question, one might be surprised to find which agencies, associations, companies and corporations are providing support to those who have an agenda to severely restrict or eliminate motorized use on any public lands. Some of these organizations have no claim to recreation at all, and would prefer that no one be permitted access to any forest lands... these miscreants disguise their intent behind such false premises as preserving the natural

resources of the planet for future generations, protecting wildlife and habitat, or simply saving humanity from themselves!

In consideration of time and space, suffice it to say there is no in between, or gray area, in this battle... only the good or the bad. To further distinguish one from the other, the good, is those who believe in equal access to public lands, and everyone should have the privilege of recreating in the manner they prefer, so long as it doesn't infringe on anyone else's rights, or do irreparable damage to the environment. The bad, is those zealots who consider their own interests to be the only acceptable ones, without variance at all, and will take whatever meas-

ures necessary, whether lawful or not, to advance only their agenda. Unfortunately, there are many misinformed individuals and organizations that fall victim to the publicized hype of the anti-movement, and unwittingly contribute funds and efforts for activities they perceive as just but are, in fact, unscrupulous in nature!

So... Who are the good

guys and who aren't? Using the descriptions as laid out above, national level organizations such as the American Council of Snowmobile Associations, the American Motorcycle Association, the Americans for Responsible Recreational Access, Blue Ribbon Coalition, the Coalition for Recreational Trails, and the many state and local associations, clubs and

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businesses that advocate for motorized recreational freedoms can be categorized as good guys. This is certainly not an all inclusive list of supporters. It is, however, a much smaller listing than that of our adversaries, the bad guys! In their corner, there are many small groups, usually at the state or local level, calling themselves chapters of larger, sometimes national or international organizations, such as the Sierra Club, the Fund for Animals, the Blue Water Coalition, the Association of Retired NPS/NFS Supervisors, the American Society of Prevention of Cruelty to Animals, and of course, the Winter Wildland Alliance, but this too, is far from all of the groups who oppose motorized access to public lands. What is most interesting is the way one or more of these organizations will readily provide financial support to others with seemingly common goals, without so much as a phone call to verify what the funds will be utilized for. Most recently, those responsible for the burr under the saddle seems to be a group called the Winter Wildlands Alliance.

So just who, and what, is the Winter Wildlands Alliance? According to their web page, the WWA was established in early 2000, is a non-profit, and is the only national organization dedicated exclusively to human-powered recreational activities and preserving winter wildlands on behalf of skiers, snowboarders, snowshoers, backcountry hikers, and other outdoor enthusiasts who prefer to recreate in the winter and experience the natural beauty, sights and sounds, free from the negative impact of motorized intrusion. Claiming opposition to all motorized activities

in the winter months, they singled out snowmobilers as the most frequent user group that causes them grief, and set about an attempt to eliminate that grief by filing a lawsuit claiming the National Forest Service failed to provide due diligence in the Travel Management Rule concerning OHV travel by exclusion of over the snow vehicles, specifically snowmobiles, from the same rules and restrictions as other motor vehicles.

In March of 2013, in the United States District Court of Idaho, Judge Ronald E. Bush, after hearing from both parties, decided in favor of the Winter Wildlands Alliance and issued a Memorandum Order relative to the 2005 Off-Highway Vehicle Travel Rule, stating that the U.S. Forest Service must comply with Executive Order 11644 as amended by Executive Order 11989. Basically, this order directed the Forest Service to issue a new travel rule to specifically address concerns raised by the WWA about over the snow vehicle travel, and to do so within 180 days. Early in the development of the Travel Management Rule of 2005 where OHV use was defined, over the snow vehicles were exempted. This was because the Forest Service concluded that impacts from snowmobile use was distinctly different

and far less than the impact of wheeled recreational vehicles, primarily because snowmobile trails disappear once the snow melts, leaving no lasting impact on the land. Conversely, wheeled conveyances such as ATVs, Jeeps, dune buggies, and the growing popularity of the side by side OHVs, cause long-lasting impacts on the land, some damage deemed permanent to the landscapes. Even with publication of these scientific conclusions by the agency, the Judge's ruling effectively discards the previous travel rules and requires a complete restart with respect to over the snow vehicle use in the Travel Plan.

The Forest Service was given sixty days to file an appeal, but at the recommendation of the Department of Justice (who defends all federal agencies in such cases) has elected not to appeal Judge Bush's decision. That being said, defendant interveners collectively determined that due to the far reaching access implications for winter recreation at the national level, they would file an independent appeal of the decision, the interveners being the Idaho State Snowmobile Association, the American Council of Snowmobile Associations, the Blue Ribbon Coalition, and the International Snowmobile Manufacturers Association, with the

expenses incurred to proceed divided equally among them. Since that original agreement, the Blue Ribbon Coalition has withdrawn due to inability to financially fulfill their obligation, and although still in the mix, the International Snowmobile Manufacturers Association was denied intervenor status. To date, the legal action funds have issued more than sixty thousand dollars to defend this litigation, and the battle rages on.

The Forest Service has not been spared from the financial shortfalls that has plagued the rest of the country either, which may or may not, be cause for the DOJ's decision not to appeal, however, coupled with the reduction of personnel through both retirements and attrition, this agency is not funded or staffed to deal with the mandated review and rewrite of a new Travel Rule at all, must less within the 180 days allowed. It will be difficult enough to make provisions for over the snow vehicle use in

those forests where adequate snows are historically expected, but virtually impossible to complete a detailed winter travel plan in every national forest in the nation, which is what the Judge ordered, regardless of snowfall in some geographic areas where the national forests are located, instead any established timeframe.

As we continue to oppose litigation brought to bear by the Winter Wildlands Alliance against the National Forest Service, by all accounts from those closest to this suit, we are not much closer to resolution than we were on day one, but the NFS is proceeding with the mandated revision of the Travel Management Rule for OHV/OSV use, having already completed, with few exceptions Support B which addresses wheeled use, and began the arduous task of reviewing Support C for over snow vehicles, specifically snowmobiles.

Continued on page 34

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On June 18th of this year, the National Forest Service completed their task and published a proposed rule to regulate when and where over-snow vehicles may be allowed on national forest lands, and set a forty-five day period for comments. In accordance with a due date of the judge's ruling a final rule was to be published by the deadline of September 9th. It should be noted that the proposed rule, although not exactly what the snowmobiling community hoped for, is quite favorable to over-snow use and acceptable. The newest knot in this twisted tale occurred when, on August 4th, the closing date for comments, the National Forest Service finds itself buried under more than 20,000 comments and no way to review them all before the imposed deadline. It appears a request for an extension of that deadline for publishing the final rule is eminent, and whether it is for another forty-five, ninety, or a one hundred-eighty days, changes to the original draft of the proposed rule will remain a possibility, and could be detrimental to snowmobilers in the long run. The decision to oppose the request for an extension and force the NFS to publish as ordered by the court, or to remain neutral and allow the request to proceed unopposed, has not been determined at the time of this writing, but rest assured these conditions are being closely monitored by both the state and national snowmobile organizations.

One would wonder why, with the millions of acres of public lands available for recreation, the WWA is demanding that ALL motorized recreation be prohibited in ALL National Forests, ALL National

Parks, and ALL designated and dedicated Monument lands in the entire United States of America! Note that I said the entire USA, not just the contingent lower forty-eight, but ALL inclusive... including Alaska and Hawaii! Quite a lofty goal considering that within all fifty states, only about half ever get snow at all, and probably less than that get sufficient to permit snowmobile activities, but they must be included in the WWA lawsuit if for nothing other than to prove their point! But the Winter Wildlands Alliance is just one of several environmental activist groups determined to eradicate motorized users from ALL public lands, so maybe it's time we reconnoiter and take a different, tactical approach. One of the first lessons to be learned is to know who your friends are and who you can count on to support your causes, but more importantly, know your enemies as well as you can, who their allies are, what their agendas might entail, and what their weaknesses are, if any. This is a must if snowmobiling is to survive and thrive as we move forward into the future.

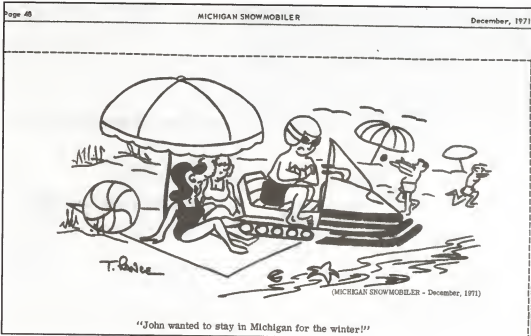
Understanding the premise that the loudest voice gets the most attention, the Winter Wildlands Alliance amassed a number of affluent individuals and celebrities who contribute not only untold amounts of funds, but also their names and fame, in support of the implied causes. There are also an increasing number of businesses and manufacturers of products we purchase and use, sometimes on a daily basis, that support the bad guys financially, and on several occasions when it is beneficial to their overall objectives, they will band together into coal-

tions or alliances, such as we have seen with the Winter Wildlands Alliance. Just a few of these more popular brands on that list of adversaries includes such names as North Face, Osprey, Outdoor Reach, Black Diamond, and Goal Zero, but one of the most disturbing is the Ford Motor Company, a mainstay for many who utilize their trucks to tow trailers loaded with our specialized equipment. So why then, are they providing support to those whose very intent is to eliminate the reason customers purchase their products? There are also a number of outfitter and guide services such as Atlas Snow-Show Company, Mountain Outfitters, Packer Expeditions, Trailspace, and Teton Backcountry Guides who provide crossover services to both motorized & non-motorized user groups that have elected to side with the plaintiffs and have basically thrown us to the wolves. The list of supporters to the WWA causes goes on and on, and it behooves us to check out who makes the product, who is selling it, and who they are supporting with their profits, before we buy. I recently learned that one of my favorite energy snacks

(Clif Bar) is among those contributors of \$500 or more. I dug a bit further into it and found out that Clif Bar was one of at least three companies that have donated in excess of \$10,000. I have since found a substitute snack bar, I no longer have a North Face jacket in my possession, and I will continue to avoid purchasing products from any known supporters of the Winter Wildlands Alliance. Since it appears their arsenal is growing, I will periodically check to see who else has joined their group and boycott them as well. I strongly recommend my friends and companions do the same!

It appears that we may be losing ground in this battle since the voice we have, although loud and clear, is not as strong as that of our adversary. We have been relatively successful in our efforts to raise funds to continue the legal proceedings, but for all our efforts, we are unable to compete financially with those who would take away our freedom of access to public lands. As generous as most snowmobilers have been, we don't seem to have the number of deep pocket supporters that the WWA does. So I'll con-

clude this with a warning and a challenge....if Judge Bush's decision is not overturned or amended, our days of enjoying peaceful snowmobile rides through the woods are surely numbered, and we will be relegated to the same strict guidelines and regulations as other motorized recreation. So my challenge to every snowmobile enthusiast, regardless of the degree of your enthusiasm, is to become involved with an organized snowmobile group. It's not necessary that you participate in any manner against your will, other than to lend your support through active membership, in our ongoing fight to protect your right to recreate on your snowmobile in any of our national forests and other public lands during the winter season, and when it is safe to do so. To reiterate an earlier statement, the future of snowmobiling depends on it, and with your help we can, and will, be victorious!



"John wanted to stay in Michigan for the winter!"

Saddle Bagging

By Bill Tison

For the past 6 or 7 years my wife and I have gone saddle bagging thru the UP or we have gone out west. This year we had to stay close to home because of a new baby in our family. A baby boy came to us on March 6th his name is Waylon our second grand child. So with him home and safe we left on our trip the first day of spring 2014.

About 12:00 noon we pulled into Newberry, unloaded and were just

to my self that this was just for us because we own the Michigan Snowmobiler Magazine. (Ya-right). Any way off we went, of course the trail was fast and flat and I thought, enjoy it while you can because the groomer was ahead of us and we were going to catch it soon. But when we got north of Newberry I could see the groomer had gone east and we were headed west which meant he had already groomed where we were going. 50 miles later we saw the first sleds of the day,

fast.

We rode around 100 miles to get into Munising. The trails were fantastic all day. We pulled into the Comfort Inn of Munising around 5:00pm. The place looked really busy so we ran in to get a room for the night. We got settled in and thought it would be a great idea to go and get dinner and a cocktail and meet other riders that were staying at the Comfort Inn. We sat down at the bar where some ladies were set-

ting up for some kind of Tupperware party or something like that so that made the bar busy. Our bar tender or the guy behind the bar was a guy that called himself Rock. He was not sure how to make mix drinks so we just each had a beer. We talked with Rock and found out he was a long term guest and was just helping out in the bar until the bar tender was available to help us. But Rock has been there so long that he knows most ever one in the area come to find

out he is self employed and owns Yamaha Hand Heaters and Trail Jamz and was there doing a photo shoot for his business. Rocks full name is Rock Meister, and as we talked I found out he was good friends with one of our writers. Jim Duke, who just happens to live about 5 minuets away. Rock called Jim and said he was on his way and low and behold Jim shows up so we ordered pizza and had few cocktails and shot

Continued on page 36



The two sleds we met on are ride to Munising. Check out that flat trail.

starting to get dressed when the groomer pulled in and turned around, how cool was that. Of course I thought

They were coming at us which meant we had great trail and with only 2 sleds that had run the trail it was still flat and



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some bull, and any body that knows Jim knows that he is good at that. In fact it worked out good for me to talk to him about stories he was working on and ask some questions I had on different subjects because Jim is up on anything to do with snowmobiling. It was starting to get late we

made a quick trip to the pool for a soak in the hot tub and then back to the room for some TV and make plans for the next days trip.

After a good night's sleep we headed down for breakfast. The Comfort Inn has a great Continental Breakfast.

We had decided to head out to see the ice

caves around Grand Island and then head towards Marquette. So we put saddle bags on the sleds and away we went. We made our way to the boat launch after a couple of wrong turns that puts you on the ice to the island. We followed the tracks 2 or 3 miles across to the West side of the island where

we cut across and came out on the North side. We started around the island where all the ice caves were. We could see a few ice caves but when we went around the point it was like wow it was one after another down the entire East side of the island. We could see a couple of miles of caves some

very beautiful sites indeed. The ice caves are formed from water that runs down the cliffs and freezes and with the iron in the soil it gives the ice a lot of colors. We spent a couple of hours taking pictures. There were a few people on sleds and two couples on Cross country skies and 10 or 12

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people walking around on the ice checking it out.

By now it was getting on about noon we left the island and headed back to Munising to eat and then off to Marquette. As we were eating we had changed our minds and thought we would run back to Newberry spend the night and trailer to Drummond Island instead of going to Marquette. Three years ago we had planned a trip to Drummond but that was cancelled because of the birth of our first grand child. We ate our lunch and when we went out to start our sleds mine would not start. All morning it struggled to start and I did not think

much of it but now it would not start at all.

Remember we are saddle bagging and my truck and trailer are in Newberry about 100 miles away. So what to do. I tried for about 20 minutes to know avail. I figured we were about 2 or 3 miles from Renze Power Sports one of our advertisers. I jumped on my wife's sled to go see if the people at Renzes could help. At Renzes they wanted to help but all these trailers were gone. So off to the Comfort Inn. The parking lot was full of trailers but I had to see if any one was around to help us. I walked into the Comfort Inn and it was

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The Ice Caves on the Island. Some snowmobilers rode their sleds right in.

a ghost town inside every one was out riding. There was a lady in the lobby so I asked her if she knew any body with a trailer that could help us. She said she had a trailer that I could use but she could not drive it. Her name is Jorie Lettner from the Chicago area. She was with a group of people who were all out riding, but the day before she was involved in an accident and was not riding, thank goodness she was not hurt bad, but I was glad she wasn't ridding on this day.

So Jorie and I hooked up her trailer and drove to Munising. I thought the three of us could drag my sled up on the trailer. We got to Hardee where Patti was waiting for us I backed up the trailer to the sled and the

three of us could hardly move it. I ride a Yamaha Apex and it is not the lightest sled. I thought I would give it one more chance to start and low and behold it did. So I got it loaded. We got back to the Comfort Inn where we had started that morning. Big thanks goes out to Jorie you saved the day.

The next problem, remember we are saddle bagging and my truck and trailer are in Newberry and it's about 100 miles away what to do? I see Rock he is standing out side having a smoke. I walked up to him and started to tell him what was going on and before I could finish he hands me the keys to

his truck. Wow! How nice is that, any one that says snowmobilers aren't caring and supportive don't know what they talking about. Thanks Rock what a guy. Well off to Newberry. It was about 3:00 by now and it is about an hour each way

that puts us back around 5:00. When we started to get close to Munising it started to snow and blow. It got cold and the wind was blowing hard. We stopped to fill up Rocks truck with gas and then pulled into the Comfort Inn parking lot. I parked behind Jories



We jumped on the ice on the north side of the island. I don't like snowmobiling on ice, but this winter was the year to do it, safely.

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trailer and started to pull my sled off of her trailer while Patti went into get a room, good thing she did because she got the second to the last room they were that busy. When Patti got back out side I had the sled off the trailer of course it would not start so I dug out my toe rope to pull my sled around the parking lot to get it lined up with my trailer. I tied the two sleds together and told my wife lets go she looked at me with a look that was, me? what? I said you can do it just get it moving then I will jump on and then get us lined up with the trailer. The look on her face was priceless. She did a great job. When we got close I yelled stop so I could shorten

up the rope so we could pull the sled up the ramp that's when she said no way. So I jumped on her sled to pull she got on mine she asked what she had to do I said don't touch the brake but don't run into me. She said (right)! I really got after it and pulled up on the trailer we made it most of the way on the trailer but had to do some pulling by hand to get it all the way up. Wow what a day. We went to our room changed out of our snowmobiling gear and headed to down town Munising for dinner at the Dog Patch then back to the Comfort Inn and the hot tub which we needed after pulling on my sled.

The Comfort Inn is

the hot spot around Munising. Friday night they had live music and dancing in the lounge the band was an all girl band that played a lot different music but a lot of dancing a lot of fun.

Angela and her sister Cori make there place a great place to stay with reasonable prices. The next morning we got up and went down to eat our breakfast. We hit the road home on very icy roads and it was day three of spring. A big

thanks goes out to Jorie & Peter Lettner for use of there trailer. Angela & Cori of the Comfort Inn And who could forget Rock of the Yamaheater

Co. for the use of his truck. I hope next years trip is just as much fun but with more time in the saddle.



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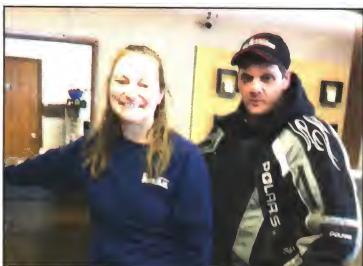
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Jorie and Peter Lettner from Chicago. Thanks you were a life saver.

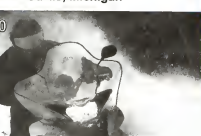
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Racers of the Month

Joe and Patty Carrick

By Stephen King

Noticed something different didn't you. Racers of the month. Yeah, its my column and sometimes I have been known to feature a husband and wife. Especially when both are real quality racers. Now, I usually don't like to use racers from the same circuit back to back. Had planned to do this month's bit on Jordan Carlson, of Manistique, an up and coming snowcrosser.

But, the old Yoopermobile had other ideas. Decided to take a week off and enjoy the nice September weather just sitting about in the front yard. Just can't figure why something that is only 20 years old and only has a little over 325,000 on it keeps

breaking down every now and then. (OK, here is where we all feel sorry for the world famous writer and photographer and take up a collection to buy him a new truck... Naw, a nice shiny new truck would probably start drawing ex-wife wannabes and we all know how that usually ends up.)

Anyway, back to Joe and Patty. I have been seeing them around for a while. Joe... actually knew his brother back in



Patty and Joe Carrick



Joe Carrick accepts one of the many trophies they won this past season from GLASS President George Hoff.

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Joe and Patty in the 2-up race on Drummond this past winter.

a different incarnation. When I was working as a driver picking up fish for the local buyer and Joe's brother was a commercial fisherman. See... Joe is from Brimley and is of the Indian persuasion, like moi. Patty... Poor thing is a white girl from Bloomfield Hills. Can't say a lot about where she came from. But, after graduating high school down in that totally down trodden area, she made the most excellent decision to move to the Soo, to attend Lake Superior State University. She says, "I moved up here and never went back home." Joe chirped in that meeting him had a lot to do with this.

But, either way, after moving out of the big city, Patty met Joe and like they say, the rest is history. 14 years later and they are still happily married. No children between them. Joe has a couple of sons from a previous marriage. But, their life is there work, some other outdoors fun stuff, and racing. Now, before I get to the racing stuff. I just have to mention what it was that Joe and Patty were studying. Forest fire stuff. Both now work for the

US Forest Service. Patty's main claim to fame there is that she is a Captain on a Fire Truck. Totally cool. Was a time I can remember when girls did not do such things. Glad that time is long gone. This is what Patty was made for. She totally lives for forest fires. Just totally loves going out into the bush, putting her life on the line, in the effort to keep Bambi's happy home happy and unburnt.

As a matter of fact, Patty just came back from being loaned out to fight fires in the western states. Just came back from a 21 day trip in which she spent most of her time in Idaho, assisting the fire fighters out there. Helping keep the mountain forests from turning into toasted pine. Totally cool what this lady does.

Now, Joe also works for the USFS. He also does the fire thing. But, he primarily works with timber sales contracts. And, from a guy that spent a lot of time on the end of a chain saw, cutting pulp, I totally related to what Joe does. (Yeah, used to be both a commercial fisherman and a lumberjack. Fish tell tales about me and

trees tremble in fear when I am near.)

But, as cool as all that is, this is about their racing. Now, for Joe, he grew up in Brimley, just across the bay from the I-500. Been interested most of his life. Patty... She had to get out of the Hills before she got the urge. Now, when we talked, Joe noted that Patty was interested in forestry. And, he drove a "green" Arctic Cat. Joe said, "This is another reason she just could not resist me." Both also talked happily about knowing none other than ice oval racer John "Muppet Racer" Bosek and how they both spent time in the pits, helping him.

Then, a few years ago, the Great Lake Antique

Snowmobile Series came to life. Patty and Joe got into racing old sleds, starting up Bay Mills Racing. She rides a 1971 Lynx and he a 1974 Lynx. Both said, "My sled is faster." Then, Joe pointed out that Patty is the same age as her sled. And, was then really hoping his sled was faster... Naw, these two really get along great. Makes me totally envious.

As a matter of fact, they race in the 2-up class in GLASS. That takes a dedicated couple. I give total credit to the person on the back. In this case, Patty. She has to have total confidence in her driver. Joe, on the other hand... Pretty much knows what will happen if he spills her

off the back. Roasted duck for supper for a while.

This past season, they won just a crap load of trophies in GLASS. Patty took the Woman's Stock class. Joe... Won a bunch. In the 18+, the Sr. Class, the Sr. Mod, and in the 2-up with Patty, he either won or placed. Maybe one or two more classes, I kind of lost count. Awesome season. With Joe being the winning guy in GLASS this season. By far the best husband and wife team I know about who are currently both racing. Both are really nice people and both totally deserve being Racer of the Month.



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CEDARVILLE BLIZZARD 200 MILES OF FUN

By Stephen King

This past winter, one of the best stops on the vintage snowmobile racing circuit known as the Great Lakes Antique Snowmobile Series was the race in Cedarville. Known as the Cedarville Blizzard, the race was scheduled for 200 laps. However, delays moved the start time back and fading light caused the race to be called at the 175 lap mark. But, there were a couple teams that were more than happy when the checkered flag dropped. Taking the win was the team of Yovich Racing, featuring Eric "Rico" Zellar and Nate Woodward as drivers. The next team to take the checkered flag was French Trucking, with drivers Charles Carlson, and Matt and Nick McNamara.

For the Yovich

team, they got off to a slightly rocky start. For this race, as in most GLASS racers, there was no qualifying. Racers drew pins with numbers for their place in the start. At the draw, team owner Dave Yovich had the luck of drawing the highest number possible, placing his team at the very back of the pack when the green flag dropped. But, Dave took it in stride, joking when he drew the pin, "I don't like

this one. Can I put it back?"

However, although luck of the draw placed them at the back of the pack, a good sled, with a good driver soon negated that bit of bad luck. Within roughly 30 laps, Nate Woodward had taken over 1st place. By the 50 lap point in the race, he had about a 2 lap lead. By the 100 lap mark, when he got off the sled and Eric "Rico" Zellar took over, he had a 3 lap lead. From this



Just when it looked like Rico had the race sewed up, his sled decides to nibble the cow food. But, after a few tense "mooments" he was off the hay and back on his way to a win.



Matt McNamara takes the checkered for 2nd Place for French Racing.

point, "Rico" never looked back. With the sled running perfectly, he just kept up a steady pace and stayed well ahead of his nearest chaser. At the 175 lap mark, when the race was called, he had a 5 lap lead over the nearest sled.

About the win, Nate commented, "I drove until the groom (at the 100 lap mark). After that, 'Rico' took over and he got us the win." About starting at the back of the pack, Nate commented, "I just found some good lines, and kept passing sleds." About the track, "He commented, 'The track was pretty hard. Mostly ice. And, there was only one good line. It was hard to pass.' As for the sled, Nate stated, 'The sled ran good all day long. No problems at all. I just had to keep

the snow out of the motor." He also stated, "I want to thank Dave Yovich and all of the guys in Yovich Racing. They keep the sled up and running. The pits all went perfect. And, it really helps when you have good equipment."

Now, as mentioned, it was Yovich Racing with the win. However, chasing them all day was the 421 sled of French Trucking, with Charles Carlson and Matt and Nick McNamara as drivers. They too started a ways back in the pack. And, they too moved up early. However, the sled that drew the best draw of the day, the Pole Position, was none other than the OH sled of Huff Racing, with Tommy Huff as the lead driver. Last year, Tommy took the checkered flag on his home course. And,

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with a number one pin draw, and a good sled, on his home course, he was on course to repeat. But, as mentioned, by the 30 lap mark, the Yovich sled had moved by him. But, he was still running

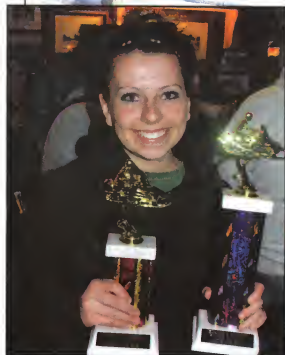
a strong second, with Charles right behind. Then, just under the half way point, Tommy blew a coil on his green John Deere and had to take an unexpected pit stop. This gave the 2nd Place spot to the 421 Polaris.

And, just as with the Yovich sled, the French Racing team ran a perfect race from this point on. And, although they could not catch Yovich, they did manage to stay ahead of Tommy Huff and the other con-

tenders for 2nd, and at the end of the day, came away with a 2nd Place finish, out of a field of 20 that started the day.

About the race, Charles stated, "I want to thank Bill French and all the crew with the

French Trucking team. The sled ran perfect all day long. The track was real icy and got a little rough towards the end of the day, but the sled held up perfect."



Top 10

- 1st Yovich Racing 175 laps
- 2nd French Trucking 421 170 laps
- 3rd ATF Motor sports 163 laps
- 4th Outlaw Racing 162 laps
- 5th Rez Racing 162 laps
- 6th Keith MacKay 159 laps
- 7th Outlaw Racing (Sled 7) 150 laps
- 8th Kaysner Construction 144 laps
- 9th Ride It Like A Rental 138 laps
- 10th French Trucking 422 128 laps

By Stephen King

SNOWMOBILE RACE SEASON ENDS IN MARQUETTE

For quite a few years now, many more than I like to admit I remember, there has been an official unofficial end to snowmobile racing season in the U.P. Each year, on the first weekend of April, racers from whichever circuit they may have been racing in, gather in Marquette for the last race of the season, held at Marquette Mountain ski hill. Each year, it seems like the race at the mountain takes on a different look. Over the years, I have seen basic drag racing, mogul run hill climbing, and hillcross, which kind of combines all three of the other types of racing. This past April, on Saturday, there were the Ojibwa Casino Snow Drag Championships, then, on Sunday it was the Marquette Convention and Visitor's Bureau Hillcross racing.

Both days saw an excellent turn out of drivers. As usual, there were a lot from the U.P. However, there were also a good number of racers coming from the lower Peninsula as well as from Wisconsin, Minnesota, and even North Dakota. Me? I had something else on my plate Saturday. But, did make the race on Sunday. And, it was more than worth it. There was some most excellent Hillcross racing happening at the Mountain.

About the Hillcross, MASTERS circuit owner and race promoter Skip



Racers kick up some serious rooster tails at the start of this race.

Schultz stated, "Due to the success of the Uphill Drags, we brought back Hillcross. We ran a Hillcross at Marquette years ago, before this form of snowmobile racing had a name. We then stopped running it, only to see Hillcross grow in popularity. When two of the Minnesota based Hillcross circuits stopped running Hillcross, we were asked to bring the sport back."

On the course in Marquette, racers took off from the bottom of the hill, went over a decent sized jump, went up about 100 yards, and then took a much bigger jump, with much more speed built up. And, then had basically a straight shot up the hill to the finish line. As always, there were again various classes, similar to most other types of snowmobile racing.

One of the most popular U.P. racers ever was again on the hill. Victoria Hawley again came back to her racing roots

and again took on the hill. Competing against the men, she again showed why she is still a top level racer. Then, there was Matt Beaton, a top level Hillcrosser, who made the trip over from North Dakota for the race. 2nd Race

Stock Open and Mod 800 Top Dog 3rd Mod 600

However, the winningest driver this year was Brennen Plaisted, from Ramsey MN. He totally dominated this year, taking 1st in four out of the six classes,

including taking top honors in the Top Dog race. Which is the race of the day. Open to any racer on any sled. For the honor of being the best racer of the day. The other two winners were a 14 year old racer from the Ironwood area by the name of Jordan Wolfe. Then, in the Race Stock 600 class, it was none other than Victoria Hawley. And, although she did not win, she made it to the Finals in Mod 800, the Open Mod and the Top Dog race.

As I mentioned, I only made it here Sunday. But, I am not a total layout. I did find out what happened on Saturday. And, my fellow Yoopers did well. Took all but one of the classes. That was the Trail Stock class, which was won by Jason Kleinschmidt of Merrill

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Wisconsin. Yoopers taking a win were Louis Goldbach in the Top Gun, Jerry Buschell in Pro Open Mod and Pro Mod 700, C.J. Nordang in the Pro Mod 800, Shay Thompson in the Stock Open and Trail Stock 800, Adam Hawkins in the Race Stock 600, and Victoria Hawley in the Pro Mod 500.

As I mentioned, I missed Saturday's race. Really really missed it.

Like, I am going to do the best to clear my schedule this year so that I can be there for both days. There is just something special about snowmobiles flying up a ski hill. In the U.P. Where you have some of the best snowmobile racers anywhere and some of the best snow anywhere. Now, this may not be the X-Games. Or, a huge National. However, year after year, this event

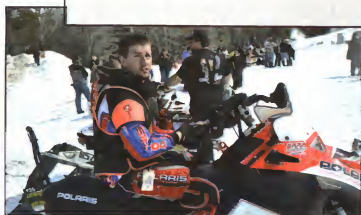
continues to draw in some excellent racers. And, year after year, continues to be the exclamation point to the snowmobile race season in the U.P. Always a most excellent race.

About this race, my old friend Skip stated, "This event is the longest running and oldest event that I and the MASTERS circuit have been involved in and by far the most popular snow drag. The Hillcross this

past April drew more racers from below the Bridge than we have ever had, along with the Wisconsin and Minnesota drivers also finding out about this race. My gut feeling is

that U.P. Drivers are going to have a more difficult time winning in the next few years."

This year's race will again be held the first weekend in April.



Brennan Plaisted and his team pose with the King of the Hill sign. A privilege they earned by winning the Top Gun class in the Hillcross.

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